

# **AMVER**

## **SHIP REPORTING SYSTEM MANUAL**



**FOR INFORMATION OR QUESTIONS  
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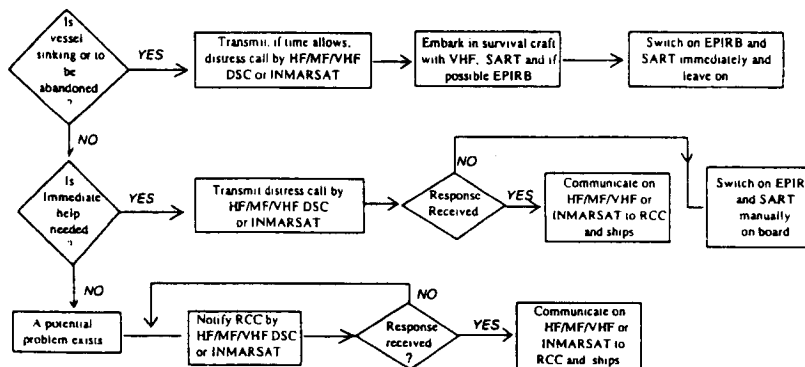
**(REVISED 3-94)**

# Some Reminders —

- ..... NOTIFY THE NEAREST RESCUE COORDINATION CENTER (RCC),  
NOT AMVER, IN CASE OF EMERGENCY (ONLY DELAYS RESPONSE)
- ..... AMVER MESSAGE TRAFFIC IS FREE VIA U.S. COAST GUARD OR  
COASTAL RADIO STATIONS LISTED IN THE AMVER BULLETIN  
REGULAR INMARSAT TARIFFS APPLY TO AMVER TRAFFIC
- ..... THE AMVER CENTER CANNOT ACKNOWLEDGE RECEIPT OF YOUR  
TRANSMISSION (NO OUTGOING COMMUNICATIONS CAPABILITY)
- ..... AMVER REPORTS SATISFY THE 24-HOUR NOTICE OF ARRIVAL  
REQUIRED UNDER 33 CFR 160.207 AND 160.209
- ..... AMVER INFORMATION IS PROTECTED AND RELEASED ONLY TO SEARCH  
AND RESCUE AUTHORITIES, AND ONLY IN A BONAFIDE EMERGENCY
- ..... AMVER AWARD ELIGIBILITY AFTER 128 DAYS ON PLOT IN A YEAR  
BLUE PENNANT 1-5 YEARS GOLD PENNANT 6-10 YEARS  
PURPLE PENNANT Over 10 YEARS  
15 YEARS - PLAQUE 20 YEARS - ENGRAVED PEWTER PLATE

THE MORE SHIPS ON THE PLOT, THE BETTER THE AMVER SYSTEM WORKS!  
HELP AMVER GROW!  
Please Pass This Information Along To Your Fellow Mariner!

## GMDSS Operating Guidance for Masters of Ships in Distress Situations



- 1 EPIRB should float-free and activate automatically if it cannot be taken into survival craft.
- 2 Where necessary, ships should use any appropriate means to alert other ships.
- 3 Nothing above is intended to preclude the use of any and all available means of distress alerting.

Radio Distress Communications			
	Digital Selective Calling (DSC)	Radiotelephone	Radiotelex
VHF	Channel 70	Channel 16	
MF	2187.5KHz	2182KHz	2174.5KHz
HF4	4207.5KHz	4125KHz	4177.5KHz
HF6	6312KHz	6215KHz	6268KHz
HF8	8414.5KHz	8291KHz	8376.5KHz
HF12	12577KHz	12290KHz	12520KHz
HF16	16804.5KHz	16420KHz	16695KHz

FOR READY REFERENCE.....

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SAMPLE: AMVER Message Blank .....Page 16

## I. To Participate

A. AMVER is a worldwide voluntary vessel reporting system operated by the U.S. Coast Guard to promote safety of life and property at sea. AMVER'S mission is to quickly provide search and rescue authorities, on demand, accurate information on the positions and characteristics of vessels near a reported distress. Any merchant vessel anywhere on the globe, on a voyage of greater than 24 hours duration, is welcome in the AMVER system and family. International participation is voluntary regardless of the vessel's flag of registry, the nationality of the owner or company, or ports of call.

B. According to U.S. Maritime Administration (MARAD) regulations, U.S. flag merchant vessels of 1,000 gross tons or more operating in foreign commerce and foreign flag vessels of 1,000 gross tons or more for which an Interim War Risk Insurance Binder has been issued under the provisions of Title XII, Merchant Marine Act, 1936, must report and regularly update their voyages and positions to the AMVER Center in accordance with the instructions in this manual.

C. In accordance with 47 CFR, Ch. 1, Sec 80.905, United States vessels which transport more than six passengers for hire, operated more than 200 nautical miles from the nearest land, must "participate in the AMVER system while engaged on any voyage where the vessel is navigated in the open sea for more than 24 hours."

## II. Use of the Information Reported

Information voluntarily provided by vessels to AMVER is kept strictly confidential, and is protected by the Coast Guard. It will be released only for safety purposes, and as a free service to our participants to satisfy certain requirements of Title 33, U.S. Code of Federal Regulations for advance notification of arrival in U.S. ports.

AMVER'S greatest use is in providing SURface PICTures, or SURPIC's, to Rescue Coordination Centers (RCCs). A SURPIC either lists latitude/longitude or provides a graphical display of vessels near the position of a distress. It is used by RCCs to coordinate the efforts of merchant vessels and other resources to provide the best and most timely assistance possible to distressed vessels or persons at sea.

The information provided is also used to compute "days on plot" - the number of days a vessel actively participated in the AMVER system. Vessels with 128 days or more on plot in any calendar year (01 January - 31 December) are eligible for an AMVER award. Additional awards are given for 5, 10, 15 and 20 consecutive years of AMVER participation at the 128 day per year level (including extended drydock or overhaul periods, if AMVER is informed of them).

Lloyds of London Press underwrites the "International Rescue At Sea Award" to recognize the AMVER participating ship(s) involved in

each year's most significant rescue. Further information on the AMVER awards program may be obtained from:

AMVER Maritime Relations  
U.S. Coast Guard  
Battery Park Bldg., 2nd Fl.  
New York, NY 10004-1499  
U.S.A.

Telephone: (212) 668-7764  
Facsimile: 212-668-7684  
Telex: 127594 AMVERNYK

### III. AMVER System Communications Network

A worldwide radio station network of coastal facilities supports the AMVER System. Propagation conditions, location of the vessel and radio traffic density will normally determine which station may best be contacted to establish communication. To ensure no charge is applied, all AMVER reports should be passed through participating radio stations which are listed in each issue of the AMVER BULLETIN magazine, which is available from the AMVER Maritime Relations Office at the address given above. Although AMVER reports may be sent via INMARSAT or non-participating radio stations or directly via TELEX to 127594 AMVERNYK, the Coast Guard cannot reimburse the sender for any charges applied. Vessels and radio stations sending reports to AMVER via TELEX should understand that all TELEX messages are delivered to AMVER via the EasyLink (mailbox 62899122) electronic mail facility and go directly into the AMVER computer with no human intervention. That is, AMVER's TELEX is in effect, a receive-only circuit connected directly to a computer. There is no human operator or TELEX

machine in the AMVER Center to acknowledge messages or otherwise interact with a human operator aboard the sending ship or radio station. **ALL DISTRESS MESSAGES MUST BE SENT TO THE NEAREST RCC, NOT THE AMVER Center (See Section VI).** After receipt, the AMVER computer automatically processes each report. Reports are then reviewed for correctness and consistency with previous reports by AMVER's Voyage Analysis personnel before being committed to the AMVER database. Since the processing of AMVER Reports is heavily automated, the AMVER Center maintains only a small staff of Voyage Analysts to verify the data and resolve errors or inconsistencies in the more than 1,500 reports received daily. Therefore, it is imperative that reports be received electronically at the AMVER Center via TELEX/Easy-link or Coast Guard communications circuits. Regrettably, facsimile messages, voice communications and other means which do not produce machine-readable electronic text cannot be used to transmit AMVER Reports. If a Sailing Plan or Arrival Report is provided to a shipping agent for transmission to AMVER, TELEX transmission should be specified.

#### IV. Report Format

As previous AMVER participants will note, the basic format for AMVER reports remains unchanged and corresponds to the INTERNATIONAL MARITIME ORGANIZATION (IMO) standard. However, Departure Reports have been eliminated in favor of the more common practice of filing a combined Sailing Plan/Departure Report upon departure. In other words, experience has shown there is no need for both Sailing Plans and Departure Reports since most vessels are in the habit of combining these two reports. This combined report is now called simply a Sailing Plan and it should be sent within a few hours before or after departure. Nevertheless, Departure Reports will continue to be accepted indefinitely.

In another change, the information required for Position and Deviation Reports has been increased, as recommended by numerous participants, to ensure enough information is provided to keep AMVER accurate. Also, an end-of-report ("Z") line has been added to facilitate automatic processing of AMVER reports.

#### V. What and When to Report to AMVER

There are four types of AMVER reports: Sailing Plan, Position Report, Deviation Report, and Arrival Report. Detailed descriptions and examples of each report type are given in section IX below. A brief description follows:

##### A. Sailing Plan,

containing complete routing information, should be sent within a few hours before, upon, or within a few hours after departure.

B. Position Report should be sent within 24 hours of departure, and subsequently at least every 48 hours until arrival. The destination should also be included in Position Reports.

C. Deviation Report should be sent as soon as any voyage information changes which could affect AMVER's ability to accurately predict the vessel's position. Changes in course or speed due to weather, ice, change in destination, or any other deviations from the original Sailing Plan should be reported as soon as possible.

D. Arrival Report should be sent upon arrival at the port of destination.

E. At the discretion of the master, reports may be sent more frequently than the above schedule, as, for example, during heavy weather or other adverse conditions. Complete, timely, and accurate reports are essential to keep AMVER accurate and save lives!

#### VI. What Should NOT be Reported to AMVER

AMVER frequently receives messages which should have been sent to other agencies, not AMVER. AMVER is an information system maintained to aid RCCs in prosecuting search and rescue incidents on the high seas. AMVER is NOT

itself an RCC and it has NO facilities for coordination or providing assistance. AMVER is also NOT a general-purpose communications center. Some of the more common examples of messages which should NOT be sent to AMVER are listed below:

**Request for Assistance:** ANY VESSEL REQUIRING ASSISTANCE SHOULD CONTACT THE APPROPRIATE RESCUE COORDINATION CENTER (RCC), NOT AMVER! Similarly, any vessel copying an SOS or MAYDAY from a distressed vessel, or otherwise becoming aware that a distress incident has occurred, should contact the appropriate RCC, not AMVER. While AMVER will relay any message which reports an emergency to the most appropriate U.S. Coast Guard RCC (which may in turn have to relay the information to another RCC), some delay cannot be avoided in this process.

The U. S. Coast Guard RCC for the Atlantic Area may be reached at TELEX 127775 (USCG RCC NYK) or telephone 212-668-7055. The Coast Guard's Pacific Area RCC may be reached at TELEX 172343 (CG ALDA), or telephone 510-437-3700.

**Sighting Reports:** Reports of sighting small sailing vessels on the high seas, derelict vessels, lifeboats, or life-rafts, vessel or aircraft debris, etc. should be sent directly to the appropriate RCC, not AMVER. Similarly, sightings of hazards to navigation, oil slicks, etc. should also be reported directly to the appropriate RCC, not AMVER. Iceberg sightings in the northwest Atlantic Ocean should be reported

directly to the Commander, International Ice Patrol. The proper format and instructions for sending iceberg sighting reports may be obtained from:

**Commander**  
International Ice Patrol  
1082 Shennecossett Road  
Groton, Connecticut 06340  
U. S. A.  
Telephone: 203-441-2626  
Facsimile: 203-441-2773

**Weather Observations:** Weather observations should be sent directly to the appropriate meteorological organization (e.g. OBS METEO WASHINGTON DC), not AMVER.

**Report of Crew and Vessel Equipment Status:** It is sometimes necessary for vessels to report the status of the crew and certain equipment prior to arrival in port. This information should be sent directly to the appropriate port authority, not AMVER.

## VII. General AMVER Message/Report Format

Each AMVER message consists of report lines. There are 15 types of lines. The first line in every report begins with the word "AMVER" followed by a slash (/), a two letter code identifying the report type, (see Section VIII) and ends with a double slash (/). Each re-maining line begins with a specific letter followed by a slash (/) to identify the line type. The remainder of each line contains one or more data fields separated by single slashes (/). Each line ends with a double slash (/). All

reports should end with a "Z" end-of-report line.

Detailed descriptions and examples of the line types and their fields are given in section VIII. Detailed descriptions and examples of complete reports are given in section IX.

Some of the information requested in the reports is redundant, such as providing both speeds and ETAs, or positions and port names, etc. This redundancy is deliberate. Despite the advanced state of modern communications, AMVER continues to receive reports that are partially garbled, incomplete, contain times or positions with transposed digits, etc. The redundant information is used to detect and correct such errors and ensure accurate data is input to the AMVER database.

#### **VIII. AMVER Message Line Definitions**

AMVER/report type//  
Example: AMVER/PR//

All AMVER reports must begin with the "AMVER" line. Report type is one of the following two letter codes: SP-Sailing Plan, PR-Position Report, DR-Deviation Report, FR-Arrival (Final) Report.

#### **THE "A" LINE:**

The "A" line is required in all reports to identify the vessel submitting the report.

A/vessel name/International Radio Call Sign//  
Example: A/SEA WOLF/KNFG//

#### **THE "B" LINE:**

The "B" line identifies the time associated with the position given in the "C" or "G" lines of the report. All times in "B", "I", "K" and "L" lines should be expressed in Universal Coordinated Time (Greenwich Mean Time, Time Zone "Z" Zulu) as a six-digit date-time-group followed by the letters "Z", "GMT" or "UTC" and optionally by a three-letter abbreviation for the month. For example, nine o'clock (0900) Universal Coordinated Time on the Twenty-third of December could appear in any of the formats shown in the examples above. However, the first two methods are preferred.

B/Time//  
Examples: B/230900Z//  
          B/230900Z DEC//  
          B/230900GMT//  
          B/230900UTC//

#### **THE "C" LINE:**

The "C" line is used in Position and Deviation Reports to give the vessel's current position (as of the time given in the "B" line) in latitude and longitude. Latitudes are always expressed as a four-digit group followed by "N" (for "North") or "S" (for "South"). The first two digits are interpreted as degrees and the second two are interpreted as minutes. Similarly, longitudes are always expressed as a five-digit group followed by "E" (for "East") or "W" (for West). The first three digits are interpreted as degrees and the last two are interpreted as minutes. For example, the position forty-six degrees



fifty-three minutes north latitude, twenty-eight degrees twenty minutes west longitude (46-53N 028-20W) would appear as shown in the example above. It is important to use all digits every time, filling leading digit positions with zeroes as needed, to ensure accurate interpretation of position information. Position data may appear in the "C", "G", "I" and "L" lines.

C/latitude/longitude//  
Example: C/4653N/02820W//

#### THE "E" LINE:

The "E" line is used to report the vessel's current course (as of the time in the "B" line) in degrees true as a three-digit number. The first example shows a course of 230 degrees true while the second example shows a course of 045 degrees true.

E/current course//  
Examples: E/230//  
          E/045//

#### THE "F" LINE:

The "F" line is used to report the vessel's estimated average speed over the ground for the remainder of the voyage as a three-digit number representing tenths of knots. The first example above shows a speed of 12.6 knots and the second example shows a speed of 9.2 knots. This is a very important line to report as this speed is used for AMVER's dead reckoning computations unless a different speed is provided for a specific leg of the voyage (see the explanation of "L" lines below). If no speed is given, AMVER must

use an assumed speed. Since an error of only one knot will produce a position error of 48 nautical miles between 48-hour position updates, it is vitally important that AMVER participants report anticipated average speeds accurately. As with position data, it is important to use all digits when specifying a speed to ensure accurate interpretation.

F/estimated average speed//  
Examples: F/126// F/140//  
          F/092//

#### THE "G" LINE:

G/port of departure/latitude/longitude//

The "G" line is used to report the port of departure by name and position. It is important to give the position of the port as the name alone does not always uniquely identify the port. In the first example above, omitting the position could have meant both Liverpool, England, and Liverpool, Canada (44-04N, 64-43W), were possible ports of departure. Further analysis of the voyage would be required to determine which was correct.

Examples:  
G/LIVERPOOL/5325N/00300W//  
G/LIVERPOOL UK/5325N/00300W//

#### THE "I" LINE:

The "I" line is used to report the vessel's next port and estimated time of arrival. As with the "G" line above, it is important to include the port's position as well as its name. The estimated time of arrival (ETA) at the next port

is also important, especially when a U.S. port is the destination. In all cases, the ETA is compared with AMVER's computed ETA as a check on the accuracy and consistency of all voyage route information. For U.S. port arrivals, the ETA is also used for providing appropriate U.S. Coast Guard port authorities with advance notice of the vessel's arrival in accordance with Title 33, U.S. Code of Federal Regulations.

I/destination/latitude/longitude/estimated time of arrival//  
Example: I/NEW YORK US/4042N/  
07401W/051230Z MAR//

#### THE "K" LINE:

The "K" line is used to report a vessel's actual arrival in the immediate vicinity of its destination. Arrival Reports are very important to AMVER but very few ships send them. Failure to send arrival messages has at least two serious consequences. First, it leads to uncertainty about the vessel's status (underway or in port), especially if regular Position Reports have not been sent. On more than one occasion, a vessel has been contacted and asked to divert to assist a distressed vessel at sea simply because the actual arrival of the vessel in port had not been reported. Second, failure to send an Arrival Report makes it difficult to maintain accurate statistics on the vessel's participation in AMVER for purposes of the AMVER awards program.

K/port of arrival/latitude/  
longitude/time of arrival//  
Example: K/YOKOHAMA JA/3524N/

13940E/152315Z//

#### THE "L" LINE:

The "L" line is used to report route information. These lines are the most complex lines in an AMVER report but they are critical to AMVER's success. Complete route information should be provided in all Sailing Plans and also in Deviation Reports when the vessel's route or destination changes. Every report containing insufficient routing information must be manually plotted and approximate turn points entered by AMVER Center Voyage Analysts. These estimates of the vessel's intended route can lead to substantial errors. As many "L" lines as needed may be used to describe the vessel's intended route. However, since AMVER's primary purpose is to locate assistance for distressed vessels on the high seas, detailed route information caused by maneuvering over short distances near coasts should not be included. Instead, an approximate route using fewer turn points and the "COASTAL" navigation method should be provided. All "L" lines except the last one in the report require the navigation method to the next turn point, latitude and longitude of the next turn point, and the ETA at the next turn point. The final "L" line in a Sailing Plan requires only the navigation method from the last turn point to the destination.

Navigation Method: The navigation method is required

on all "L" lines. It is the method used to get from the last specified position to the one specified in this "L" line. There are three types of navigation methods recognized by AMVER. They are Rhumb Line (RL), Great Circle (GC) and Coastal (COASTAL). The "COASTAL" method should be used only to indicate when an approximate route near a coast is used in place of the many turn points that would be required to describe the vessel's true track. However, enough turn points should be provided to keep AMVER's plot of the vessel's position within 25 nautical miles of the vessel's true position. The "COASTAL" method should never be used for major portions of a route. For example, a voyage from the Panama Canal to San Francisco should NOT use a navigation method of "COASTAL" for the entire route even though it will run roughly parallel to the coasts of Central and North America.

Leg Speed: The leg speed is an optional item on "L" lines. It is the anticipated average speed over the ground on the leg which ends at the position given in the same "L" line. Leg Speed should be used whenever the anticipated average speed on a leg is significantly different from the anticipated average speed for the voyage as reported in the "F" line. As a general rule, a difference of one knot or more should be considered "significant". A more precise test is to compute the largest position error that will result from dead reckoning computations if the leg speed is not given. Anything which

causes a computed position error of more than 25 nautical miles should be considered significant. As with the complete voyage, leg speed and ETA are compared for consistency as an error check to ensure the correctness of the data in the report.

Latitude: This is the latitude of the next turn point. It is required in all "L" lines except the last one in the report.

Longitude: This is the longitude of the next turn point. It is required in all "L" lines except the last one in the report. The final position in a route is assumed to be the port of destination specified in the "I" line.

Port or Landmark Name: This is an optional item in "L" lines. It should be used only when it will make the route easier to understand. It should NOT be used in place of a position.

Estimated Time of Arrival: This is required in any "L" line where the vessel intends to lay over at the position given in the same "L" line. For example, a vessel may lay over at the Panama Canal for a day awaiting passage through the canal. The last example above illustrates this type of "L" line.

L/navigation method/leg speed/  
latitude/longitude/port or  
landmark name/estimated time  
of arrival/estimated time of  
departure//

Examples:

L/RL/125/2548N/07710W/ABACO/  
111200Z//

L/GC/3600N/00600W/161430Z//

L/COASTAL/2230N/07800W/OLD  
BAHAMA CHANNEL/241745Z//  
L/GC/0857N/07934W/PANAMA CANAL  
211800Z/221300Z//  
L/RL// (final "L" line only)

#### THE "M" LINE:

The "M" line is optional and is used to provide information on the best way to contact the vessel quickly in the event of a distress at sea. Many lives have been saved because AMVER provided information on vessels near a distress AND a Rescue Coordination Center was able to contact them quickly, allowing them to proceed and assist in a timely fashion.

M/current coastal radio station or satellite number/next coastal radio station, if any//

Examples: M/GKA/WSL/NMN  
M/INMARSAT 1501562//

#### THE "V" LINE:

The "V" line is an optional line used to report the medical capability aboard the vessel during the voyage. It is important to accurately report your vessel's medical resources EVERY VOYAGE. Medically trained personnel are very scarce on the high seas and this makes them extremely valuable in cases where a member of a vessel's crew becomes ill or injured. The codes used are "NONE" if no medically trained personnel are aboard, "NURSE" if a trained nurse is aboard, "PA" if a physician's assistant or paramedic is aboard and "MD" if a medical doctor or physician is aboard.

V/medical personnel aboard

this voyage//

Examples: V/NONE//  
V/NURSE//  
V/PA//  
V/MD//  
V/MD/NURSE//

#### THE "X" LINE:

The "X" line is used for any English language amplifying comments or remarks the vessel may wish to send AMVER regarding its current voyage. Any information provided in the "X" line will be stored in the AMVER automatic data processing system for later review. However, immediate action may not be taken, nor will the information be routinely passed to other organizations. The "X" line can NOT be used as a substitute for sending information to other search and rescue organizations (see section VI above). However, AMVER will, at the request of other SAR authorities, provide "X" line information to those authorities.

Changes in Vessel Data: The second example above is particularly important and useful to AMVER if the vessel has recently changed name, flag, owners, etc. It is important to include the number assigned the ship in Lloyds Register of Shipping as this number positively identifies the vessel and greatly reduces the research required to ensure the AMVER database is kept current, and AMVER days on plot are credited to the correct vessel.

X/remarks//

Examples: X/SLOWED DUE TO

HEAVY WEATHER//  
X/PREVIOUSLY UNIQUE PIONEER/  
VRPD LLOYDS NR 7223663//  
X/NEXT REPORT AT 171200Z//

#### THE "Y" LINE:

The "Y" line is used to request relay of the AMVER report to certain other reporting systems. AMVER, in support and cooperation with regional reporting systems, will, upon specific request of a participating vessel, relay a copy of its AMVER report to selected reporting systems. AMVER will relay reports to other reporting systems ONLY when requested to do so via appropriate entry in the "Y" line.

MAREP: In accordance with Title 46, U.S. Code of Federal Regulations, all U.S. flag merchant vessels and certain other vessels are REQUIRED to report their positions to the U.S. Maritime Administration via participation in the AMVER system. Such vessels MUST include the keyword "MAREP" in the "Y" line of every AMVER report.

JASREP: Presently, AMVER and the Japanese Regional Reporting System (JASREP) cooperate with each other by accepting and complying with relay requests.

Examples: In the first example above, a vessel is requesting AMVER relay the report to JASREP. In the second, the vessel is requesting AMVER relay the report to both JASREP and the U.S. Maritime Administration. In the third example, a vessel reporting to another reporting system, such as JASREP, has requested relay of the report to AMVER. In

the fourth example, a vessel reporting to another system has requested relay of the report to both AMVER and the U.S. Maritime Administration.

Y/relay instructions//

Examples: Y/JASREP//  
Y/JASREP/MAREP//  
Y/AMVER//  
Y/AMVER/MAREP//

#### THE "Z" LINE:

The "Z" line must be the last line in every AMVER report as it is used by the AMVER computer to signal the end of the report. This line was found to be necessary and was added for two reasons. First, miscellaneous communications data often follows the end of an AMVER report in a TELEX, EasyLink or other teletype message. The AMVER computer sometimes tries to interpret this information as part of the AMVER report, causing unnecessary work for AMVER Voyage Analysts to correct the resulting errors. Second, some radio stations send multiple AMVER reports in a single message to reduce communications costs. An end-of-report line makes correctly separating these reports automatically much easier and more reliable.

Z/end of report//

Example: Z/EOR//

#### IX. AMVER Report Formats and Usage

1. SAILING PLAN: A Sailing Plan should be sent within a few hours before, upon, or within a few hours after departure. It must include enough information to

predict the vessel's actual position within 25 nautical miles at any time during the voyage, assuming the Sailing Plan is followed exactly. Sailing Plans require A, B, E, F, G, I, L, and Z lines. The M, V, X and Y lines are optional. (Y line is required for U.S. vessels).

AMVER/SP//  
A/SEALAND MARINER/KGJF//  
B/240620Z MAR//  
E/045/  
F/198/  
G/TOKYO/3536N/13946E//  
I/LOS ANGELES/3343N/11817W/  
031300Z APR//  
L/RL/190/3448N/13954E/  
NOJIMASAKI/240850Z//  
L/GC/210/4200N/18000E/280400Z/  
L/RL/200/4200N/16000W/300030Z/  
L/GC/188/3422N/12047W/030500Z  
APR//  
L/RL/161//  
M/JCS//  
V/NONE//  
X/NEXT REPORT 250800Z//  
Y/JASREP/MAREP//  
Z/EOR//

2. POSITION REPORT: A position report should be sent within 24 hours of departing port and at least once every 48 hours thereafter. The destination should be included, at least in the first few reports, in case AMVER has not received the Sailing Plan information. In a small but still significant number of cases, AMVER does receive Position Reports from vessels not already on plot. In such cases, position information alone is of very limited use. Position Reports require A, B, C, E, F, and Z lines. The I line is strongly recommended. The M, X and Y lines are optional. (Y line is

required for US Flag vessels.)

AMVER/PR//  
A/SEALAND MARINER/KGJF//  
B/281330Z//  
C/4200N/17544W//  
E/090//  
F/200//  
I/LOS ANGELES/3343N/11817W/  
031300Z APR//  
M/NMC//  
Y/MAREP//  
Z/EOR//

### 3. DEVIATION REPORTS:

Deviation Reports should be sent whenever the vessel deviates significantly from its Sailing Plan. The Deviation Reports below show changes due to encountering some adverse weather. Note that although the vessel stayed on its intended track, without the information given in these reports, AMVER's predicted position for the vessel would have been many miles, even hundreds of miles, in error during the second half of the voyage. Other situations in which Deviation Reports should be sent include, but are not limited to: Change in destination, diverting to evacuate a sick or injured crewmember, diverting to assist another vessel, diverting to avoid heavy weather, any change of route (as, for example, change based on recommendations from a vessel routing service), stopping to make repairs or await orders, change in anticipated average speed of one knot or more, etc. Deviation Reports require the A, B, C, E, F and Z lines. The I line and L lines are required if destination or route changes. The I line is always strongly recommended, even when not

required. The M and X and Y lines are optional. (Y line is required for U.S. vessels).

Y/MAREP//  
Z/EOR//

AMVER/DR//  
A/SEALAND MARINER/KGJF//  
B/291200Z//  
C/4200N/16654W//  
E/090//  
F/175//  
I/LOS ANGELES/3343N/12047W/  
040100Z APR//  
X/REDUCED SPEED DUE WEATHER//  
Y/MAREP//  
Z/EOR//

AMVER/DR//  
A/SEALAND MARINER/KGJF//  
B/300830Z MAR//  
C/4200N/16000W//  
E/100//  
F/185//  
I/LOS ANGELES/3343N/12047W/  
032130Z APR//  
Y/MAREP//  
Z/EOR//

4. ARRIVAL REPORT:  
Arrival reports should be sent upon arrival in the immediate vicinity of the destination port, such as at the sea buoy or pilot station. This report properly terminates the voyage in AMVER's computer, ensures the vessel will not appear on an AMVER SURPIC until its next voyage, and allows the number of days on plot to be correctly updated for future use in determining the vessel's eligibility for an AMVER award. Arrival reports require the A, K and Z line. The X and Y lines are optional. (Y line is required for U.S. vessels).

AMVER/FR//  
A/SEALAND MARINER/KGJF//  
K/LOS ANGELES/3343N/12047W/  
032200Z//

#### X. EVALUATING AMVER

AMVER's goal is to instantly provide the most accurate position information possible on AMVER participants to RCCs any time of the day or night, so they may make the most effective use of the available resources to assist distressed mariners. You hold the keys to AMVER's effectiveness since you are the source of AMVER information. By providing complete, accurate and timely reports, you enhance AMVER's accuracy and keep the database current. You may be able to save lives as a result, or in turn, the life that is saved may be yours.

Although we know that AMVER works and saves lives, we are also aware that AMVER is often not informed when its information made the saving of lives possible, because the action takes place directly between ships and RCCs. Therefore, we ask that the master of a participating AMVER ship who assists in a search and rescue effort, send a summary of his involvement by letter to AMVER Maritime Relations at the address given in section II. Pictures or video tape of rescues would be most welcome. We would like to feature AMVER participants who render assistance to others in the AMVER BULLETIN and other publications. Photos will also be used in display and promotional materials about the program.

No system is perfect. If you experience any problems

with AMVER, they should be reported to AMVER Maritime Relations by letter, facsimile or TELEX. Just as we are often not informed of AMVER's successes, we are also often not informed of problems. We are constantly striving to improve AMVER, but we cannot correct problems unless we know they exist! Your narrative accounts, comments and suggestions are most welcome! AMVER wishes you fair winds and following seas!

#### XI. REQUIRED NOTICE

Public reporting burden of this collection of information is estimated to average .166 hour per response. Send com-

ments regarding this burden estimate or any other aspect of this information collection to the Maritime Administration Office of Management Services, 400 Seventh Street, S.W., Room 7225, Washington, D.C. 20593, and the Office of Management and Budget Paperwork Reduction Project (2133-0025), Washington, D.C. 20593.

#### XII. APPLICABILITY

Paragraph XI does not REQUIRE any action from AMVER participants, unless they DESIRE to send any comment(s) to either the Maritime Administration or Office of Management and Budget regarding the sending of AMVER reports.



# AMVER SAR (Q) WELCOME TO



## AMVER MARITIME RELATIONS

U.S. Coast Guard  
Battery Park Bldg. 2nd Fl.  
New York, NY 10004-1499 USA  
Tel. 212•668•7764 Fax: 668•7684  
Tlx: 127594 AMVERNYK

**Information contained in this form will only be used to support safety of life at sea**

<b>Basic Vessel Information</b>		<b>COMMUNICATIONS CAPABILITY:</b>	
Vessel Name		EPIRB-	<input type="checkbox"/> 121.5 <input type="checkbox"/> 121.5/243 <input type="checkbox"/> 406.075 <input type="checkbox"/> 406 <input type="checkbox"/> 121.5 BEACON <input type="checkbox"/> 1645.5Mhz <input type="checkbox"/> CH70
Vessel Call Sign		SART:	<input type="checkbox"/>
Lloyd's Register #		ME-	<input type="checkbox"/> 500Kcls <input type="checkbox"/> 2182Khz <input type="checkbox"/> DSC
Previous Name		HF-	<input type="checkbox"/> R/T 4-275Mhz <input type="checkbox"/> Telegraphy <input type="checkbox"/> SITOR <input type="checkbox"/> DSC
Previous Call Sign		VHF-FM-	<input type="checkbox"/> Ch.16 <input type="checkbox"/> DSC Ch70
Nation Registry		SAT- INMARSAT-	<input type="checkbox"/> A <input type="checkbox"/> C <input type="checkbox"/> B <input type="checkbox"/> M <input type="checkbox"/> OTHER
Ship Type		<b>RADIO NAVIGATION CAPABILITY</b>	
Vessel Size (Length & Deadweight Tonnage)		RADAR: <input type="checkbox"/> X-BAND <input type="checkbox"/> S-BAND <input type="checkbox"/> GPS/NAV <input type="checkbox"/> LORAN <input type="checkbox"/> OTHER	
Hull Color		<b>RADIO WATCH SCHEDULE:</b>	
Superstructure Color & Position		<input type="checkbox"/> H24-CONTINUOUS <input type="checkbox"/> H16-ITU SKED <input type="checkbox"/> H8 ITU SKED <input type="checkbox"/> HX UNSPECIFIED	
Normal Crew Complement		<b>RADIO ID NUMBERS:</b>	
Type of Propulsion		CALL SIGN: _____ MID- _____ SELCAL- _____	
Service Speed (knots)		INMARSAT: A: _____ C: _____ B: _____ M: _____ Other: _____	
MD	<input type="checkbox"/> Medical Doctor/Physician Normally Carried		
PA	<input type="checkbox"/> Physician's Assistant or Paramedic Normally Carried		
NURSE	<input type="checkbox"/> Nurse Normally Carried		
NONE	<input type="checkbox"/> No Medically Trained Personnel Normally Carried		
<b>Owner Operator Information</b>			
Registered Owner's Name			
Address		Do You Now Receive The AMVER BULLETIN Magazine: <input type="checkbox"/> YES <input type="checkbox"/> NO	
Telephone:		Please send AMVER BULLETIN via my company: <input type="checkbox"/> YES <input type="checkbox"/> NO	
Fax      Telex			
If Owner is not Vessel Operator		<b>COMPLETED BY:</b>	
Address		NAME:	
Telephone		TITLE:	
Fax      Telex		DATE:	

OFFICIAL BUSINESS  
PENALTY FOR PRIVATE USE, \$300

CORRECT RETURN ADDRESS:

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DEPARTMENT OF TRANSPORTATION  
U.S. COAST GUARD  
AMVER MARITIME RELATIONS  
BATTERY PARK BLDG., 2ND FL.  
NEW YORK, NEW YORK 10004-1499  
U.S.A.

FIRST CLASS  
POSTAGE & FEES PAID  
U.S. COAST GUARD  
PERMIT NO. G-157

# NOTES



# MESSAGE

Automated Mutual Assistance Vessel Rescue Network

Form Approved  
OMB No. 2133-0025

AMVER/	_____	// A/	_____	_____	_____	// B/	_____	_____
	METHOD		VESSEL NAME		CALL SIGN		TIME	
C/	_____	_____	_____	// E/	_____	// F/	_____	_____
	LATITUDE		LONGITUDE		COURSE		SPEED	
G/	_____	_____	_____	_____	_____	_____	_____	_____
	PORT		LATITUDE		LONGITUDE			
I/	_____	_____	_____	_____	_____	_____	_____	_____
	PORT		LATITUDE		LONGITUDE		TIME	
K/	_____	_____	_____	_____	_____	_____	_____	_____
	PORT		LATITUDE		LONGITUDE		TIME	
L/	_____	_____	_____	_____	_____	_____	_____	_____
	METHOD		SPEED		LATITUDE		LONGITUDE	TIME
L/	_____	_____	_____	_____	_____	_____	_____	_____
	METHOD		SPEED		LATITUDE		LONGITUDE	TIME
L/	_____	_____	_____	_____	_____	_____	_____	_____
	METHOD		SPEED		LATITUDE		LONGITUDE	TIME
L/	_____	_____	_____	_____	_____	_____	_____	_____
	METHOD		SPEED		LATITUDE		LONGITUDE	TIME
M/	_____	_____	_____	// V/	_____	_____	_____	_____
	RADIO GUARD				MEDICAL			
X/	_____	_____	_____	_____	_____	_____	_____	_____
			COMMENTS					
Y/	_____	_____	_____	_____	_____	_____	_____	_____
			COMMENTS					
Z/EOR/	_____	_____	_____	_____	_____	_____	_____	_____

Dept. of Transp., USCG, CG-4796A (Rev. 9-92)  
Previous Editions Are Obsolete

SN-7530-01-GF3-2430

## LIST OF REQUIRED AND OPTIONAL LINE ENTRIES

### SAILING PLAN REPORT

Required: AMVER/SP A/B/G/I/L/Z/

Optional: E/F/M/U/X/Y/

### ARRIVAL REPORT

Required: AMVER/FR A/K/Z/

Optional: X/Y/

### POSITION REPORT

Required: AMVER/PR A/B/C/I/Z/

Optional: E/F/M/X/Y/

### DEVIATION REPORT

Required: AMVER/LR A/(One or more of the optional items listed below)/Z/

Optional: B/E/F/G/I/L/M/V/X/Y/



United States Coast Guard  
AMVER Maritime Relations Office  
U.S. Coast Guard  
Battery Park Bldg. 2nd FL.  
New York, New York 10004-1499  
Telephone (212) 668-7762/64  
Telefax (212) 668-7684  
Telex 127594 AMVERNYK  
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